

The Standard

PACKET EDITION

No. 6,292

BUENOS AIRES—THURSDAY, JUNE 7, 1883.

PER F. M. S. "CONGO."

XXIII. YEAR.

PARRY & Co.

Articulos Incomparables

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5. Cereza Verde	Marcos Chancos
6. Cereza Amarilla	Marcos Chancos
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8. Cereza Negra	Marcos Chancos
9. Cereza Blanca	Marcos Chancos
10. Cereza Roja	Marcos Chancos
11. Cereza Verde	Marcos Chancos
12. Cereza Amarilla	Marcos Chancos
13. Cereza Parda	Marcos Chancos
14. Cereza Negra	Marcos Chancos
15. Cereza Blanca	Marcos Chancos
16. Cereza Roja	Marcos Chancos
17. Cereza Verde	Marcos Chancos
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Associated Press Telegram

HAVAS AGENCY

Paris 5th.

Chamber of Deputies has passed Bill for Judiciary Reform. One of its clauses provides for the abolition of the principle of immobility during the whole time the reorganization lasts.

Perfect tranquility reigns in Ireland, and the excitement caused by the recent trials has completely disappeared.

LATEST NEWS

PRESS TELEGRAMS.

The following epitomes of the latest news by telegraph, from all quarters, is taken from our colleagues.

Montevideo, 6th.

Important conferences are going on about Conciliation, between Dr. Blanco, Minister Terra and another member of the Cabinet. Dr. Blanco has been offered the Instruction portfolio. He will accept, if Government is given to Dr. Ramirez, but the latter says he will not join the Government at any price.

Jacobs Varella named Director of Schools, and Theophilus Diaz Fiscal.

Cosmos gives up to-night.

Araucania has just anchored.

Rosario, 6th.

Rioja Relief Committee has forwarded 1500 pairs in money and a large quantity of food.

Municipality have petitioned Government to order the police to remove the terminus of the line, after the termination of this decade, after the inhabitants will be summoned and the inhabitants will themselves decide whether they wish to become Chilean or Peruvian. This is a dignified way of ending a province to the victor, since ten years' hence every man, woman, and child will be Chilean, and the Chilean Government will strain every nerve to over-run the saltpetre fields with the bone and sinews of Chile.

In the Banda Oriental revolutionary rumors have become the order of the day, but, as is always the case this side of the Line, when such announcements are made the devoted never takes place. These rumors have been repeated so often that it is now firmly believed that the Uruguayan Government spreads these reports to keep the people's minds uneasy. The Banda Oriental is very prosperous; the receipts of the Custom House for last month amounted to £100,000, which shows the flourishing condition of trade. The saltpetre continue the slaughter, but the fauna is fast approaching an end. The Montevideo fauna has been larger than usual, quite the reverse of affairs on this side of the river, where the decayed fortunes of the industry are the great subject of discussion and have led Congress to pass a bill exonerating all forest exports from all export duties. The new law has been welcomed by all, and it is hoped that it will lead to a great development of our principal staple—meat.

There is great activity in land; over 3,000,000 acres of land in Mendoza, situated between two splendid rivers, have been bought for English account. These gigantic land sales, comprising several hundred leagues, have drawn the attention of the public, and lands are rising in value all over the republic. The land business has lost much of its speculative hue of former years, and more purchases are now made by "bona-fide" investors who stock and turn lands to account.

The receipts of the Custom House of this city are very large; the returns last month amounted to \$1,785,000, and those of the current month promise to be larger than any known before. This extraordinary activity in the Custom House shows the extremely active state of the import trade; the consumption of the Interior provinces of the republic is increasing in a

gantic way, owing to the new railway extensions and the many facilities now offered for communication. The Andino railway has now advanced into the heart of the province of Mendoza, and has, in fact, opened that province and San Juan, San Luis, etc., to the outside world.

The export of grain is not yet in full activity. A score of vessels and steamers are loading wheat in Rosario, Santa Fe, San Lorenzo and other riverine provinces, but little is being shipped from this province. The very heavy rains that have been general throughout this province, Santa Fe and more to the North East have interfered with the exporting of wheat and maize, and the state of the roads is awful. There have been floods in the South, in Entre Rios and in the Banda Oriental, and many estancias have been obliged to drive stock off their camp; meantime, in Rioja and Catamarca it has not rained for three years, and the people are starving, or rather were starving, since plenty of food has been forwarded from here to relieve the great distress in the North West.

The rain has been otherwise pretty general, and estancieros, shepherds, wheat, maize and sugar-cane men appear a splendid season.

All the railway works in the country are being pushed ahead with feverish activity. We except the Tucuman extension, which has only advanced 25 kilometres in one year, with 2000 navies. This slow progress of the line has been met in a very serious interpellation in Congress, and the Deputies are determined to sift the matter and find out the secret springs of so much delay and delay. The Southern Railway extension is progressing rapidly; also the Buenos Aires, Pacifico, the Casado line, the Andino Railway and the many extensions of the Western Railway. These railways are giving employment to an army of navies, mostly natives, Basques and Italians. The telegraph line of the Southern Railway has already reached Curmalan, and the permanent way will soon reach the spot also; before many months the locomotive will whiz from B. Aires to Bahia Blanca.

The advance of Bahia Blanca is staggering the market. Land, building sites, wages, everything in fact is rising in that little town; before many years we shall have Bahia Blanca in the hands of the Republic. The Southern Railway is turning the place inside and out, and crowds are flocking to the South; the movement is only beginning, and the advance of the place is yet in an embryonic condition, but its future cannot be doubted.

New estancias are springing up on all sides, and all the outside camps of this province are being stocked. Lands are cheap, even at double their present price, and stock is cheap; the result is that capital is going into estancia, the safest and most lucrative investment in this country. When the export of fresh and preserved meat begins, we may look forward to a gigantic development of cattle-grazing and sheep-farming. Cattle and sheep-herds look forward to the export of mutton and beef with the greatest hope.

The wool clip may be considered closed. The clip of the year surpassed that of last season by at least 250,000 bales. The Southern Railway alone carried 500,000 arrobes more of wool this season than last. Business in the produce markets is limited to sheep, skins and grain; the former are in steady demand, and unprecedented prices are paid in view of the scarcity of the article.

The money market shows no change. Speculation is beginning to revive in the Argentine Republic, the former look up while the latter look down. There is little exchange in the market; the Provincial Bank keeps the rate at 40. We quote as follows:—

On London 49 1/4-49 1/2.

Paris 514-515.

France 515-516.

Antwerp 516-517.

Hamburg 417.

BAHIA BLANCA.

MAJOR HOWARD'S REPORT.

(Continued.)

Between the Gucho and the Lengua del Toro (Toro Spit) there is a shallow flat at low tide only has from 12 to 15 feet of water. The dangerous spot is not marked on the charts, but the charts which have me to believe that information has been of very recent origin. The buoyed or principal channel runs between this and the Gucho Bank, and not only is the space here the narrowest along the entire channel, but also at this point the current attains its greatest velocity.

There runs another channel between this bank and the Lengua del Toro (Toro Spit), and though it is the deepest of all throughout the entire route, it is of little use, owing to its great narrowness and the possibility of the navigator stranding on the Toro Spit, a very dangerous and exposed position. Between the Toro Spit and Toro there is a kind of small channel suitable for vessels of light tonnage. Its depth is always more than four fathoms until it reaches the proximity of Port Belgrano, where it diminishes rapidly, giving within a space of 1000 metres a passage for vessels not drawing more than six to eight feet. Not only is this, but also all the others already described, my branches of the main channel.

There is not the slightest doubt that the channel known as the Southern Channel is the most frequented, and in time will be the only one existing. The bar that impeded the free passage of its current has been broken, opening a road between the Toro and the beach, marked by Fitzroy on his Chart under the name of "Toro Inferior" (Lower Toro). It runs nearly parallel with the buoyed channel; it has a good width

and is very open, and its shallowest part between the Western extremity of the Oculillo Bank and the Eastern side of the Banco Nuevo is three fathoms at low tide, in an extension that does not exceed 2000 metres. Foreseeing its future importance, the Southern Channel was very minutely studied. Its entrance by the south-east side does not offer any difficulty whatever; with Monte Hermoso bearing to the north, and sailing towards the W.N.W., the Toro Bank is doubled in 4 1/2 fathoms of water, getting into, in a short time, 7 fathoms.

To enter by the north-west side, the western extremity of the Oculillo Bank must be doubled, leaving open to the starboard the Banco Nuevo, which is not marked on the Charts of the English Admiralty. At low tide 20 to 21 feet can be sounded in a distance of not less than 100 metres.

These entrances constitute the most difficult and dangerous portions of the navigation of the Southern Channel, and we believe it would be of the very highest importance, and at the same time greatly decrease the danger, to place a buoy at both the entrances.

The navigation of the rest of this channel affords easy sailing. Once at a safe distance from the Lower Toro, and the head of the vessel turned N.W., a large bank is doubled which is confounded with the Toro, on account of its great resemblance to it. This, which can be discovered an hour after the ebb, must be left to leeward. Its proximity is not dangerous, and ten fathoms of water can be got at two cables' length. This passed, five degrees in a westerly direction, you meet the Bermejo Island, whose coast is very good. This route saves the navigator from taking another branch, which runs between the eastern extremity of the Oculillo and the western of the Toro, and that notwithstanding having as minimum four fathoms of water, its navigation is very dangerous.

Between the islands Bermejo and Trinidad, which we baptized, there exists a bay of great importance. To enter it by the Bar side is difficult and dangerous, and a practical knowledge of the place is necessary; but there is another entrance by the "Toro" side, which offers no difficulty to vessels drawing from 8 to 10 feet.

With the Bermejo we have entered both ways, and without meeting with any impediment.

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